



A Navy Tradition Turns 100

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ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 2002



NIGHTSHIFT

STEARNS



[On the Front Cover]

Aviation Boatswain's Mate 2nd Class Johnny Harris and Aviation Boatswain's Mate Airman Valerie Rourke worked many busy nights in the hangar bay of **USS George Washington (CVN 73)**, during their last deployment in support of **Operation Enduring Freedom**.

Photo by PH1(AW) Shane T. McCoy, Fleet Combat Camera Atlantic

[Next Month]

As we mark our nation's independence, *All Hands* visits with a few of the heroic Pentagon Sailors as they reflect back on the terror of 9/11 and the cost of our freedom. We also look at the salty life on deck for one undesignated Seaman, and we take a glimpse at the *Strong Resolve* of our NATO alliance in exercise.

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Photo by PH1 Marti Maddock

28 **UNITAS:** Training with Our Southern Neighbors

First it was an attack of A-37 fighter bombers. Then they defended their ships against multiple surface contacts and by dusk, boarding parties were inspecting for contraband. And this was just the first day.

Eleven days later, the multinational forces successfully completed the Caribbean phase of **UNITAS**.

[Features]



Photo by PH2 James Farrally

Uniting Sailors' Service 20

A Sailor is a Sailor, regardless of what Navy they serve. Their uniforms may be different, and their languages and cultures are often foreign to each other, but each shares a common bond of service at sea. Such is the case with **UNITAS**, an annual major exercise with our Central American, South American and Caribbean allies.



Photo by JO1 Mark D. Faram

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June



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The business of war is *not* a 9 to 5 operation as seen in this photo feature.



Photo by JO1 Preston Keras

34 **The Bluejacket's Manual Turns 100**

It's small, blue and probably has had as much to do with making the U.S. Navy a world sea power as any ship or aircraft. Millions of new recruits have gotten their first glimpse of the Navy from the pages of *The Bluejacket's Manual*. And as the 23rd edition rolls off the presses this month, it still remains *the* book to read.



One one-thousand, Two...

Photo by PH2 Aaron Ansarov

IT3 Timothy Fredrickson and GM3 William Hunter, prospective Explosive Ordnance Disposal Mobility Unit (EODMU) 7 students, practice “drown proofing” at Naval Station San Diego, to learn how to deal with stressful situations in the water.

Night Flight

Photo by PH2 James A. Farrally II

Aircraft tow tractor drivers aboard **USS John C. Stennis (CVN 74)** watch as an **S-3B Viking** from **Sea Control Squadron (VS) 33** launches during night flight operations. The San Diego-based aircraft carrier and **Carrier Air Wing (CVW) 9** were deployed in support of **Operation Enduring Freedom**.



Speaking with Sailors

Master Chief Petty Officer of the Navy
MCPON (SS/AW) Terry D. Scott

Is Career Status Bonus/REDUX Right for You?

Q: I'm an E-6 and have been in for almost 15 years. I've heard about this Career Status Bonus/REDUX retirement option, and I'm trying to figure out if it's the right choice for me. It sounds like a lot of money in my pocket now – but what do I stand to lose later?

A: Electing to receive \$30,000 when offered the Career Status Bonus (CSB) and reverting to the REDUX retirement plan could mean the loss of hundreds of thousands of dollars in your future retirement pay.

That's why I recommend that Sailors and their families carefully weigh all the options and long-term consequences before they decide to take this retirement plan. It could mean the difference between actually retiring or working years beyond your anticipated retirement.

My fear is that Sailors might see this retirement option as an immediate solution to short-term needs. The "instant gratification" of the thought of paying off personal debt or getting that brand new car could cost a lot more in the long run.

A good example is an E-6 with 20 years of service at age 40. By selecting CSB and REDUX at 15 years,


the Sailor is penalized 10.4 percent for the cash-out, and loses \$193,630 in after-tax retirement income. This is assuming the Sailor lives to an average age of 79 years old.

The \$30,000 bonus is treated like any other bonus payment for taxes. For someone in the 15 percent tax bracket, the payment is \$25,500 after taxes. For those in a 28 percent tax bracket the payment plummets to \$21,600.

Depending on pay grade and length of service at retirement, Sailors will lose not only thousands of dollars in retirement each year with REDUX, but any Cost of Living Allowance change is reduced by 1 percentage point.

Serious financial planning needs to be part of the equation when making the decision to elect to receive a CSB and revert to REDUX for retirement, or turn down the bonus and stay with the High-3 retirement system.

The bottom line is check the facts! Look, plan ahead and ask questions. Command career counselors, command financial advisors, command master chiefs and fleet and family service centers are standing by to assist in one of the most important decisions of anyone's financial life.

Additional help can be found on the DOD Web site pay2000.dtic.mil, where there is a retirement pay calculator to directly compare retirement benefits between both High-3 and REDUX retirement plans. 

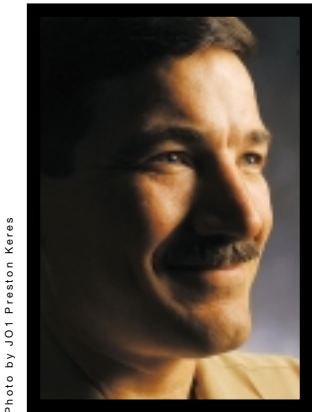


Photo by JO1 Preston Keres

Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

All Hands Number 1022 • June 2002

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Editor,
I had just finished reading the article, "Below Decks, the Unsung Jobs" in the March edition. I was glad, for the most part, that those who work behind the scenes on the aircraft carrier are finally getting the recognition they rightfully deserve.

The media almost always focuses, with fascination and awe, on the air wing and gives the rest of the departments a brief second in the spotlight. To have read this article was a refreshing view of the little-mentioned team players.

I was, however, disappointed that no interview of reactor department was done. Without

those Sailors laboring around the clock, there truly would be no aircraft carrier. No water for drinking, cooking, or plane washing and steam for propulsion or aircraft launching. No electricity for lighting, innumerable pieces of equipment and creature comforts.



MM2 Barbara Rice
Newport News
Shipyard
Norfolk, VA

Editors Note: As always, we strive to feature as many Sailors as possible, doing all that Sailors do. Due to time and space constraints, it is not possible to cover every rate in a single story.

Editor,

As a Navy financial educator, I am always pleased to see articles on potential financial problems that often plague our Sailors and their families. Your

Mail Call

Letters to the *All Hands* Editor

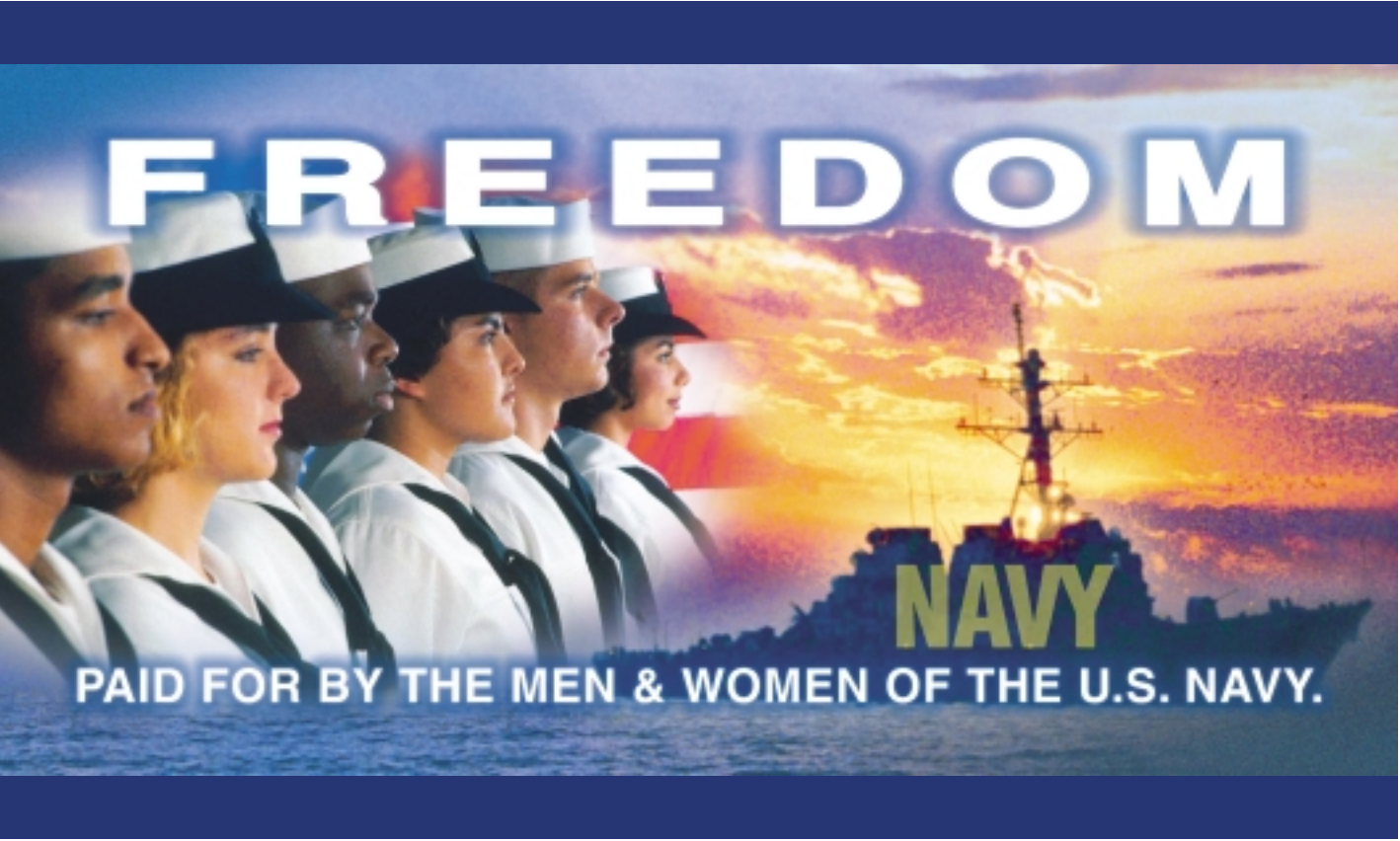
February 2002 article, "Turning Over a New Leaf" was no different. However, I was extremely disappointed that the Navy's own Command Financial Specialist program was never mentioned.

The Navy has had its very own Financial Education program since 1990 (which has undergone changes in the recent release of OPNAVINST 1740.5A), to include financial counselors in EVERY COMMAND. These counselors conduct education and training, referral information and financial counseling to their fellow

Sailors and families.

In addition, fleet and family support centers provide the same services. It is important that Sailors know that regardless of where they are deployed in the world, there is always assistance when it comes to their finances.

Jo Lynn Fast
Personal Finance Manager
Fleet & Family Support Center
Fleet Activities Yokosuka, Japan



All Hands (USPS 372-970; ISSN 0002-5577) Number 1022 is published monthly by the Naval Media Center, Publishing Division, 2713 Mitscher Rd. S.W., Anacostia Annex, D.C. 20373-5819. Periodicals postage paid at Washington, D.C., and at additional mailing offices. **Subscriptions:** For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or call 202/512-1800. Subscription prices are: \$36 (domestic) / \$45 (foreign); \$6 (single copy domestic) / \$7.50 (single copy foreign). **Postmaster:** Send address changes to All Hands, Naval Media Center, Publishing Division 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819 **Editorial Offices:** Send submissions and correspondence to Naval Media Center Publishing Division, ATTN: Editor, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819 Tel: DSN 288-4171 or 202/433-4171 Fax: DSN 288-4747 or 202/433-4747 E-Mail: allhands@mediacen.navy.mil Message: NAVMEDIACEN WASHINGTON DC //32// **Authorization:** The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.

Navy College Programs Offers Three New College Resources for Sailors Everywhere

The Navy College Program (NCP) has added three new partnerships with colleges and universities to offer more rating-related degrees via distance learning, making earning a degree easier for Sailors everywhere.

The Navy College Program (NCP) has added three new partnerships with colleges and universities to offer more rating-related degrees via distance learning, making earning a degree easier for Sailors everywhere.

The three new Navy College Rating Partners are: Southern New Hampshire University, Excelsior University and Central Texas College. Partner colleges offer courses in a variety of formats, such as CD-ROM, videotape, and traditional correspondence courses over the Internet.

"We must have a commitment to education and training that will give our Sailors the tools and opportunities to excel personally and professionally," said **VADM Alfred G. Harms Jr.**, Chief of Naval Education and Training (CNET). These new education partnerships provide associate and bachelor degree programs related to every Navy rating and make maximum use of military professional training and experience to fulfill degree requirements. The program also provides opportunities to take courses through distance learning so that Sailors anywhere will be able to pursue a degree.

Sailors will have the option to pursue the degree of their choice. Some may want to pursue a rating-related program as the quickest route to a degree, while others may choose to pursue other degrees within the liberal arts or sciences. The NCP supports both options.

"In the future, we hope to grow the distance learning partnership to areas of expertise that are not related to specific ratings," said **CDR Brian Looney**, director, Education Programs Division. "For example, the 9502 Navy Enlisted Classifications and the Master Training Specialist qualification both carry American Council on Education recommended credit. We are going to look for schools that can leverage those skills toward a degree that earns our Sailors teaching credentials."

Some examples of distance-learning rating-related degrees that will be offered through these partnerships are an Associate of Science (A.S.) and Bachelor of Science (B.S.) in Aeronautics for all aviation ratings. In addition, a B.S. in General Engineering Technology for 22 aviation and surface submarine ratings is available, as well as an Associate of Arts (A.A.) with specialization in photography for the photographer's mate rating.

The NCP focuses on helping Sailors obtain a college degree while in the Navy, when they are ready, and at their own pace. Since it was launched in October 1999, the NCP web site has logged more than

[1.5 million] hits," said Barry Nelson, director of the Navy College Center (NCC) at Saufley Field, Fla.

One of the most requested items supplied by the NCP is the Sailor/Marine Corps American Council on Education Registry Transcript (SMART). The SMART is a computer-generated transcript that documents the recommended college credits a Sailor earns for military training and work experience.

"Sailors can also submit official copies of their SMART to academic institutions of their choice. Every Sailor graduating from recruit training and evaluated military courses are given a summary of SMART," said Nelson. As of April, NCC representatives have responded to more than 1 million requests for SMART."

To find out about education opportunities visit the nearest Navy College Office or the NCP web site at www.navycollege.navy.mil. You can also e-mail the NCC at ncc@cnet.navy.mil. or call the toll free number, 1-877-253-7122, or (DSN) 922-1828.

For more news about Navy education and training, go to the CNET NewsStand page at www.news.navy.mil/local/cnet/.

Story by JO3 Catrina Cardenaz who is assigned to the public affairs office, Chief of Naval Education and Training

Task Force EXCEL Initiative Gears Up to Reach Its Goal

The Task Force EXCEL (Excellence through Education and Learning) initiative is marching towards its goal of developing Sailors

professionally and personally.

The initiative was started to help Sailors benefit and have more opportunities in the civilian sector. Task Force EXCEL is working to provide Sailors with the best training they can find, as well as helping them attain college credits and civilian certifications for their Navy training. And by improving military training programs, Sailors will be more well-rounded, professionally and personally.

RADM Harry Ulrich, the commander of Task Force EXCEL said, "by encouraging our Sailors to be well rounded, we benefit by having better educated and trained Sailors and that leads to better mission accomplishment."

Ulrich added that this initiative goes hand-in-hand with the Chief of Naval Operation's Covenant Leadership initiative. "We owe it to the Sailors who endure long working hours and deployments to provide them with the best personal and professional development we can."

According to Ulrich, younger Sailors will not be the only ones to benefit from this initiative.

"Whenever we develop new tools and opportunities for younger or newer Sailors, we will also go back and look for ways to help Sailors who are deeper into their careers."

One example of this is a beta test that is coming up for the mess management specialist (MS) community. Two groups of 25 students will take a 12-week course at the American Culinary Institute. Some of the students will be straight from "A" school, while some senior petty officers will be sent to finish courses at the school.

Technology is also helping Task Force EXCEL find new avenues for training. Simulators are being developed for many areas of Navy training from security to anti-submarine war-

fare to non-nuclear engineering. All of these programs are designed to train Sailors in life-like situations they may face in their day-to-day jobs.

Ulrich said many of the programs are in development or being evaluated now, but Task Force EXCEL is on the road to success.

"Our programs have not reached the deck-plates in the way our vision has hoped for, but we're beginning to get the policies, processes and structures all aligned and organized."

For more information on Task Force EXCEL, go to www.excel.navy.mil, or go to the Task Force EXCEL NewsStand page at www.news.navy.mil/local/tfe/.

Story by JO3 Travis D. Eisele who is assigned to the public affairs office, Naval Station Norfolk

Standing Above The Crowd: Challenge to Earn a Warfare Pin on "Ike"

The Enlisted Surface Warfare Specialist (ESWS) and Enlisted Aviation Warfare Specialist (EAWS) pins are an essential and – depending on the pay grade of the individual – mandatory part of being a Sailor in today's Navy.

For many, though, the programs are a time-consuming and difficult affair. A gauntlet of written and oral examinations, where Sailors must prove their knowledge to shipmates who have already qualified, looms between the individual and pin.

These are no ordinary shipmates either. Those seeking the warfare qualifications must

demonstrate their knowledge to subject matter experts from all facets of command operations. From combat systems to deck, these are people for whom this sort of knowledge isn't just a special qualification – it's their job.

Arduous working environments, extended hours and the pressing needs of other, shorter-term qualifications can often take a front seat as Sailors begin to think, "I've got 18 months to do this. Plenty of time."

Determined not to let Sailors fall behind, **USS Dwight D. Eisenhower's (CVN 69)** leadership took a proactive step in making sure Sailors on board have every opportunity to qualify.

While this is nothing out of the ordinary for a sea-going command, the fact that "Ike" is currently in a three-year refueling and complex overhaul period could make getting warfare qualified even more difficult than ever.

"Our Sailors, after finishing their prerequisites, can attend a two-week course on the pin they are working toward," said **Chief Interior Communications Electrician (AW/SW) Phillip Ianneta**, Ike's enlisted warfare programs coordinator.

The course is lecture-based, with instruction given by subject matter experts on every topic throughout the common

core – or generalized Navy training – and ship-specific instructions, which cover the individualities and unique aspects of a particular command, said Ianneta. After taking the class, the Sailors may then take the written exam. Upon passing, they will go before their oral board within 30 days.

"It all depends on the individual, but with the way we have this set up now, it takes, on average, six months for someone to get pinned," said Ianneta.

According to Ianneta, six months is a reasonable time frame if a person is studying correctly and going the extra mile to make sure they absorb the information. The information acquired through the attainment of this pin covers a broad range from combat systems to deck. Anything and everything related to a ship at sea (ESWS), or the Navy's aircraft (EAWS), must be known to the individual pursuing this qualification.

"I recommend walking around the ship, visiting other carriers in the area, and especially going underway with other ships," said Ianneta. "There are some things that you really need to see in action in order to get the full scope of what's going on."

To that end, Ike recently sent

Shipmates

Yeoman 3rd Class (SW) Dabree N. Amrine,

of **USS Blue Ridge (LCC 19)**, was recently selected as Commander, 7th Fleet's Junior Sailor of the Year. She was also awarded a Navy/Marine Corps Achievement Medal for her role in the embarkation of 375 personnel during the **ULCHI Focus Lens Joint Forces** exercise with the Korean military in 2001.



Around the Fleet

three Sailors on a temporary assignment to **USS Mount Whitney (LCC 20)**. **Information Systems Technician 2nd Class Antonio Ortiz, Electronics Technician 3rd Class Joy**

Shipmates



Electronics Technician 3rd Class Jennifer Biard, of Naval Station Roosevelt Roads, Puerto Rico, was recently named Bluejacket of the Year for her work in the Air Operations Department. Biard saved the Navy \$1,420 by salvaging a capacitor from an obsolete radar module and adapting it to fit her radar. As departmental supply petty officer, she manages a \$240,000 budget and is responsible for ordering and shipping parts for the entire department, a job normally reserved for a full-time storekeeper.

Kennedy and IC3 Laura Maniscalco joined the ship on its current underway period. The Ike Sailors are currently working aboard **Mount Whitney** in support of NATO Exercise **Strong Resolve**, an exercise designed to demonstrate that NATO can handle two geographically separate opera-

tions simultaneously. “The experience on board **Mount Whitney**, working with Commander, 2nd Fleet has definitely been one to remember,” said Maniscalco. “It is a satisfying feeling when people are amazed at the skill you have been trained for.” “Their attitude and help is priceless to us,” said **Chief Information Systems Technician Kimberly Bolen**, a supervisor aboard **Mount Whitney**. “Their ‘go get it’ attitude was an outstanding morale booster.”

“We have learned a great deal of technical information and are considered to be great assets to this command,” said Ortiz. “Sending people out like that is a great idea,” said Ianneta. “Now that we’re in the yards, I won’t allow any E-4 and below into the program without some form of sea time. If that individual was here on our last cruise or the underway before we entered dry-dock, then they’re good to go. Otherwise, they have to go to sea.” Since class space can be limited as more and more Sailors work toward their pins, junior personnel may be bumped down the waiting list if a senior member needs to be qualified before time runs out. Once Sailors reach the pay grade of E-5, they are required to get qualified in their primary designator. “If we have an E-4 trying to get his pin and an E-6 comes in who’s approaching the deadline, we need to admit the first class,” said Ianneta. “We’re not going to cheat the junior Sailor, though. To make sure that he’s not hurt by the move, we won’t start his time limit until he actually begins the class, instead of the date of enrollment. This

is to make sure he gets the full 18 months to get his pin.” Currently, Ike only has five individuals who are past the time limit to obtain their pin. While this is an outstanding number for any carrier, Ianneta is even more confident about it than most would expect. “Each of those individuals will have their pins on within the next 30 days,” he said. “We got them in the program and we got them qualified.” And what if, after all of the signatures, studying, classes and boards, a Sailor decides he wants to go for the second pin? “We’ll do nothing but encourage it,” said Ianneta. “A good deal of the information copies right over, so once that Sailors get the prerequisites taken care of, they can launch right into the new material.” “In fact,” he continued, “I’d say about 80 percent of those who get their first pin immediately sign up for the second one. It’s a great thing to see happen.” According to Ianneta, there is no reason that any E-5 or above on board should not either be actively working on their pins or already wearing it. To this end, Sailors on board Ike can expect getting their

pins to be one of the challenges set forth by Ike’s leadership – and it should be one of the challenges they set for themselves. For more information on **USS Dwight D. Eisenhower**, go www.news.navy.mil/local/cvn69.

Story by JO3 Benjamin Jarvela who is assigned to the public affairs office, USS Dwight D. Eisenhower (CVN 69)

Bethesda Corpsman Received Patent for Physical Therapy Invention

Hospital Corpsman 2nd Class **Raymond Garcia**, a certified occupational therapist at **National Naval Medical Center (NNMC)** Bethesda, Md., received a patent for a device he designed that may help individuals with carpal tunnel syndrome avoid surgery. An injury or repetitive wrist movement usually causes carpal tunnel syndrome, characterized by weakness and pain in the hand and wrist due to pressure on the median nerve.

Garcia’s invention, the transverse carpal ligament stretch pad, therapeutically stretches and strengthens stressed muscles, alleviating the symptoms. A six-month study completed in February by the Asbury Methodist Village outpatient rehabilitation service concluded that 80 percent of their patients who used the pad showed improvement. NNMC Bethesda, Naval Medical Center Portsmouth, Va., and U.S. Naval Hospital Okinawa, Japan, will follow up on this original study, trying out the new device as part of an additional 18-month

long study. Garcia hopes this new study will further advance the device’s use and design. “I do hope to decrease the overall amount of money spent on carpal tunnel syndrome surgery by decreasing the need for surgery,” said Garcia. “That’s good for the patient and the (health) provider.” The pad isn’t Garcia’s first invention. Before he joined the Navy, he was a welder, and was often called upon to make new equipment to accomplish different tasks. He said that that experience helped him think of a device that would accomplish the task of stretching carpal (wrist) ligaments. For more information on National Naval Medical Center, go to www.nnmc.med.navy.mil. For more medical news go to the Navy medicine NewsStand at www.navy.mil/local/mednews/.

Story by JO2 Ellen Maurer who is assigned to the public affairs office, National Naval Medical Center, Bethesda, Md.

National Defense Service Medal Reinstated

The office of the Deputy Secretary of Defense has authorized members of the U.S. Armed Forces serving on active duty on or after Sept. 11, 2001, to be awarded the National Defense Service Medal (NDSM). All personnel who meet the active-duty eligibility criteria contained in Para. 430.8a of the Awards Manual, SECNAVINST 1650.1G (Ref. A) are authorized

Time Capsule

This month, we look back in the *All Hands* archive to see what was going on in the month of June:



32 Years Ago – 1970
A highline transfer made the cover of this issue of *All Hands* magazine. Inside was a story about how this method of transfer is practical, especially between smaller vessels when helicopters aren’t available. We took readers to the Naval Academy in Annapolis, Md., and showed them what it takes to be a midshipman. We also looked at some modern-day baby ironclads (by 1970 standards): the Navy’s Assault Support Patrol Boats of Vietnam. These modern-day successors to the Civil War-era *Monitor* and *Merrimack* literally bristled with firepower; two 20mm cannons, two .50-caliber machine guns, an M-60 machine gun, two automatic grenade launchers, and an 81mm mortar.



22 Years Ago – 1980
A lone Sailor was featured on the front of *All Hands* as a snapshot of life at sea. This issue showed readers another aspect of life underway aboard **USS Mississippi (CG 40)**, then one of the Navy’s newest warships. We also looked at how the Military Entrance Processing Command (MEPCOM) screens new recruits for military service, and we checked out different types of individual sports, from swimming to racquetball, that are fun and help members stay physically fit.



Seven Years Ago – 1995
The cover of this issue of *All Hands* magazine showed Sailors on a motor whale boat as part of Surface Warfare Training Week (SWTW) 95-1, also known as “Sweat Week,” where members tested their surface warrior mettle in a variety of ship-related exercises. We also looked at some naval personnel who served under the U.S. Strategic Command and helped maintain the nation’s “ultimate insurance policy:” strategic deterrence. And we went to sea with a Sailor on his personal boat, a 40-foot ocean-cruising yacht he constructed by himself out of steel.

to wear the NDSM. For personnel previously awarded the NDSM, Bronze Star(s) shall be worn on the medal ribbon and the ribbon bar, as prescribed in Para. 430.8b of Ref. A, to denote subsequent awards. Commands may order the NDSM through the supply system under NSN 8455-00281-3214. Service members may

Ricky’s Tour

By JO2 Mike Jones

mikejones43@hotmail.com



Around the Fleet

purchase the NDSM ribbon through the exchange systems.

Entries reflecting the award of the NDSM will be made to service records in accordance with Navy and Marine Corps directives.

the fleet, we offered to give them a set number of surgery (time slots). It was something we thought we could do to help support the ship."

This is not the first time the clinic has aided the fleet by

Shipmates



Religious Programs Specialist 3rd Class Garad Hardin, of **USS Dwight D. Eisenhower (CVN 69),** recently received an Army Achievement Medal for his support of the 2001

National Scout Jamboree at Fort A.P. Hill, Va. Hardin was in charge of the **F/A-18 Blue Angels** flight simulator and helped create a ticket system that allowed thousands of scouts to enjoy the five-minute ride.

Eye Surgery at NMCP Helps Sailors Toss Spectacles

Responding to a need from the fleet for refractive eye surgery, Naval Medical Center Portsmouth is making it possible for more fleet Sailors than ever to toss their spectacles.

The Refractive Surgery Center there recently made time slots available throughout June and July to accommodate 60 **USS Theodore Roosevelt (CVN 71)** Sailors to have their vision improved with refractive eye surgery.

"While they were out (on deployment) we were contacted by their medical department asking how their Sailors could go about getting refractive surgery," said Mary Mitchell, clinic manager and surgical coordinator of Portsmouth's refractive surgery program. "Seeing this as an opportunity to support and help

offering the vision-correcting surgery to Sailors aboard ships.

"Last summer, we sent a message to the fleet letting them know that in an effort to support them, we wanted to start a ship-of-the-month program," she said. "With that, we pick a ship a month and give them 30 appointment time slots, which is roughly one-third of the total (surgeries) we do."

The response has been so terrific and the clinic enjoyed helping the ships' crews so much that the ship-of-the-month program has been expanded to two-ships-of-the-month.

The clinic leaves scheduling and selection of who gets screened for the surgery up to the ships.

"We let the ship know we have 30 slots available for them and would like to see a [variety] of Sailors from different ship-board occupational fields come in," said Mitchell. "We get a good mix of different kinds of people at different ranks doing different kinds of jobs."

Mitchell said that the clinic hopes ships will send Sailors who will benefit the most from the vision-improving surgery, such as those who work on flight decks or in unusually dirty and hot spaces where glasses and contact lens can get dirty quickly.

"But we realize that all ship-board occupations have the potential of being hazardous, and we are more than happy to take care of anybody," she said. "This is a great program and we look forward to doing more for fleet Sailors."

For more medical news, go to the Navy Medicine NewsStand page at www.news.navy.mil/local/mednews.

Story by JO2 Duke Richardson who is assigned to Naval Medical Center Portsmouth, Va.

Great Lakes Sailor Takes Turn at the "Wheel"

It was Machinist Mate 1st Class (SW) Sean C. Williams' good fortune to be selected as a contestant on ABC's Wheel of Fortune.

"I had a good time. They

treated us well," said Williams, Great Lakes Transient Personnel Unit's chief master-at-arms. Williams auditioned for the program April 6, 2002, at the Palmer House in Chicago, and was selected for a program, which was taped on April 12.

Williams' wife took the message three days after her husband's tryout. "You're on Wheel of Fortune" she told him.

"I didn't believe it at first," Williams said.

"We had to try out by pretending to play the game," said Williams, a native of Hinsdale, Ill. "We were graded on 30 puzzles that we had to solve."

Williams made the cut, and then proceeded on to the second round that consisted of more intense game playing. Physical appearance and personality were also considered, he said. "They looked for motivated people — can you solve the puzzle and do you have the look they want."

Out of approximately 5,000 people who were interested, 600 were given the opportunity to audition. Williams became one of those, and then one of 30. Two groups of 15 were then selected for the taping of two programs.

During taping, contestants



MM1(SW) Sean Williams won \$14,400 on the "Wheel of Fortune" TV game show.

were sequestered and were not allowed to talk to anyone except other contestants and program officials. Contestants could not look around at the audience, to ensure that no help was provided.

The answer to the last toss-up question Williams solved was "the National Anthem" Everyone thought it was very appropriate that a Sailor would answer that question, he noted.

"I was really excited the whole time," said Williams, who's been in the Navy for 17 years. "You literally become friends with the other people over the span of a day. You're like a family group. It's just like boot camp, but instead of eight weeks it's a day."

"You're not playing against each other; you're playing against the wheel," he said. "You don't look at the other contestants as the enemy. They really stress that."

The program aired May 6, and Williams' Wheel of Fortune windfall totaled \$14,400.

"When I told my wife how much money I won, she was in shock," Williams said. The petty officer's wife, Darcy, is a recreational aide at the Morale, Welfare and Recreation Dept. The couple has four children: 10-year-old twins Robert and Joshua, 2-year-old Chelsi and 1-year-old Austin.

"My luck is changing," Williams said. "This will make me debt free. This pays off everything I owe except my car. After 15 years of struggle, it will be nice to be debt-free when I retire from the service."

For more information on NTC Great Lakes go to ntcgtl.navy.mil or visit www.news.navy.mil/local/greatlakes.

Story by Judy R. Lazarus who is assigned to public affairs, Naval Training Center Great Lakes, Ill.

USS Harry S. Truman Wardroom Takes Top Honors

USS **Harry S. Truman (CVN 75)** was recently awarded top honors in the Dorie P. Miller Memorial Award for Food Service contest, which recognizes outstanding wardroom facilities onboard aircraft carriers.

Dorie Miller was a mess attendant aboard the battleship **USS Arizona (BB 39)**. When the Japanese attacked Pearl Harbor, Dorie pulled a shipmate to safety, manned a machine gun and shot down four of the attacking aircraft.

Recognized for setting high standards in the fleet, "HST" is in the limelight once again. "This award is a very big deal



Aboard the award-winning USS Harry S. Truman (CVN 75), Mess Specialist Seaman John Whetstone of Brooklyn, N.Y., wipes down the speed line in the aft wardroom.

because it recognizes everything the wardroom staff does," said Wardroom Officer **ENS Christopher Scott**. According to Scott, HST competed against the other six carriers in the Atlantic Fleet in several areas including food quality, service and atmosphere."

HST's wardroom underwent

a rigorous inspection by Commander, Naval Air Forces Atlantic Fleet (CNAL) to determine the frontrunner. "CNAL visits each competing command with food service inspectors to

has shown. "I think that this award was a long time coming for us," said Scott. "My staff put a lot of hard work into this, and they do a really good job. Sometimes Sailors don't get appreciated like they should so this is an excellent way of showing how their hard work pays off."

"If you look at any of our competition or even any other surface ships, compared in the way we run our wardroom, we are head and shoulders above the rest," said Scott. "There is nobody in the fleet who can touch us. You can definitely expect us to win this award again next year."

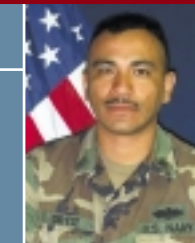
For more news about **USS Harry S. Truman (CVN 75)**, go to the HST NewsStand page at www.news.navy.mil/local/cvn75/.

Story by JO3 Raul Delacruz who is assigned to the public affairs office, USS Harry S. Truman (CVN 75)

Shipmates

Equipment Operator 1st Class (SCW) Abraham Ortiz,

the assistant officer-in-charge of Naval Mobile Construction Battalion (NMCB) 4's Diego Garcia detail was recently selected as the battalion's Sailor of the Year. As part of the detail, Ortiz oversaw and assisted in the construction of an ammunition handling pad at the naval support facility there that allowed Air Force armorers to safely move aircraft ordnance involved in air strikes in support of **Operation Enduring Freedom**.





NIGHTSHIFT

The business of war is not a 9 to 5 operation.

◀ An EA-6B *Prowler* from Electronic Attack Squadron (VAQ) 138 is prepared for a night mission.

Photo by PH3 Joshua Word

12:00...13:00...14:00...15:00...16:00...17:00...18:00...19:00...20:00...21:00...22:00...23:00...24:00



NIGHTSHIFT

1:00...2:00...3:00...4:00...5:00...6:00

► **AA Emilio Agurcia keeps** watch over one of three hangar bays in **USS John C. Stennis (CVN 74)**. If a fire or other emergency should happen in the hangar, Agurcia would activate firefighting sprinklers and close the massive doors that separate the bays, to contain the emergency.

► **While a naval aircrewman** checks the cargo and passenger weight of the **C-2A Greyhound** carrier on-board delivery (COD) aircraft, first-time Sailors bound for **USS Theodore Roosevelt (CVN 71)** anxiously wait for their flight to take off.

Photo by PH1 Craig McClure



Photo by PH2 James Farrally



Photo by PHC Johnny Biviera

▲ **In the first minutes** of the new year, crewmembers of Strike Fighter Squadron (VFA) 147 find themselves preparing an **F/A-18 Hornet** for a night launch.

▲ **AEAN Eddy Swagger** from Strike Fighter Squadron (VFA) 147 chains down an **F/A-18 Hornet** late at night in the hangar bay.

Photo by PH3 Quinton Jackson



Photo by PH2 James Farrally

▲ **Marine Cpl. Phillip Tomaszewski** from Marine Fighter Attack Squadron (VMFA) 314 checks an access panel to ensure it's properly secured after completing a maintenance check on an **F/A-18 Hornet**.



Photo by PH3 Alta Cutler

▲ **Marine Corps Lance Cpl. Michael Kerr** from Marine Fighter Attack Squadron (VMFA) 314 performs corrosion and preservation maintenance on an **F/A-18 Hornet**.

NIGHTSHIFT

1:00 05:00



► **AK1(AW) Jay Kennedy** and **AKC(AW/SW) John Pruschen** load cargo and mail packages in a **C-2A Greyhound** carrier on-board delivery (COD) aircraft bound for **USS Theodore Roosevelt (CVN 71)**.

► **The flight deck crash crane, "Tilly,"** raises an **S-3B Viking** of Sea Control Squadron (VS) 32 on **USS Theodore Roosevelt (CVN 71)**. The **Viking's** landing gear failed upon its landing on the flight deck. No personnel were injured.



Photo by PHC Johnny Bivera



Photo by PH2(AW) Jason Scarborough

ASailor is a Sailor is a Sailor, regardless of what Navy they serve. Their uniforms may be different, and their languages and cultures are often foreign to each other. But each shares a common bond of service at sea. So, when sailors from other countries come together to exercise their talents, the motivation to unite comes easy. Overcoming the technicalities and cultural differences is sometimes a little more difficult, but it's nothing that a little salt and a similar sea story can't solve.

Such is the case with **UNITAS**, a major annual exercise with our Central American, South American and Caribbean allies. Latin for "unity," **UNITAS** brings sailors from many nations together for the common good of defending each other's national interests, as well as deterring drug trafficking and fighting the war against terrorism.

Many factors come into play during a multi-national exercise of this magnitude. Much of the time, it's Sailors like **Information Systems Technician 2nd Class Adam Spicer**, on his third **UNITAS**, who have the opportunity to keep communication running constant and the exercise ongoing. The results are good relations with our counterparts and a successful mission overall.

"There are a lot of differences and hurdles we must overcome to make this run smoothly," said Spicer. "Because this is with the South American countries, there are the obvious language barriers, different technologies, as well as ships that are used to doing things

UNITING SAILORS' SERVICE

one way having to learn how to do them the other ship's way so everyone can work together."

It's easy to recognize the many differences among the various countries' navies, but unless you have the opportunity to serve aboard one of these foreign vessels, the similarities aren't so obvious.

"This exercise shows me that you need to have an open mind and to not get stuck in a certain thought, where everything has to be done the way you do it," said Spicer. "That's what's so good about **UNITAS**. It takes all this different equipment and languages and brings us all together to where we have to communicate. [We] have to gain a better understanding of what the other ships and other sailors do, so you can gain a better respect for what they do for their navy and for their country." 🇺🇸

All Hands took a look at UNITAS shipmates united in sea service.

Adam Spicer

Country: United States of America
Hometown: Jackson, Mississippi
Age: 24
Ship: USS Yorktown (CG 48)
Years in Service: 3.5
Department: Communications
Rank: Petty Officer 2nd Class

“When I served on the Brazilian ship, the first thing they wanted to know was your rank, and when they found that out, that's how you were treated. As an E-5, I was treated pretty well, especially by anyone who ranked below me. The officers were a little standoffish though. What was a shock to me was when they found out I was an E-5 on their ship. [Initially they felt] I wasn't that important, but when they got the chance to come on our ship and actually see what we do in our Navy at this level, their respect changed a lot. They're not used to seeing E-5s and E-4s with the amount of responsibility the U.S. Navy gives us.”



Anibal Garcia

Country: Columbia
Hometown: Arjona, Columbia
Age: 29
Ship: ARC *Almirante Padilla* (CM 51)
Years in Service: 10
Department: Deck
Rank: Su Official Segundo (Petty Officer 2nd Class)

“Since I was a little boy, I’ve always wanted to be a sailor. I’ve wanted to protect my country through the navy. I am Colombian and want to serve my country. I think [UNITAS] is a great opportunity to encourage better communications between us and the Americans, as well as other countries’ navies, such as Mexico and Honduras. This exercise will allow for more control of the coast, because there is a lot of drug trafficking. And of course, stopping drug trafficking is our main concern.”

**UNITING SAILORS’
SERVICE**



Jose H. Astorga

Country: Mexico
Hometown: Mazatlan, Sinaloa, Mexico
Age: 22
Ship: *Abasolo* (ARM 212)
Years in Service: 5
Department: Supply
Rank: Marinero (Seaman)

“This has been the farthest at sea I have ever been. The Mexican navy is more just to protect the coast of Mexico. Only for an operation like this that we come out this far. I think that this operation is important because I think it is important for all these navies to get more familiar with each other, so in case we had to work together in the future, things would go smoother. I think what separates us from the navies is our work ethic. I think we have more discipline, willing to do more labor, at least that is what I think. I am proud to be part of the Mexican navy. I thought it was funny when the Americans came through the food line and asked for hamburgers and hot dogs. I would tell them that we are in a Mexican ship and only serve Mexican food. Then, they would say that this isn't the same Mexican food we eat in United States, and I would say you are right, for this is real Mexican food. After that they were really excited when it came time to eat, for I think they liked our food, but they couldn't handle our hot sauce.”

UNITING SAILORS' SERVICE

Eluberto Garcia Heredio

Country: Dominican Republic
Hometown: Haina, Dominican Republic
Age: 23
Ship: *Almirante Didiez* (C 457)
Years in Service: 6
Department: Engineering
Rank: Sagto (Petty Officer 3rd Class)

“This was great training for us to have worked together with the Americans, especially your Coast Guard. We have learned so much from them, like how to fight fires on board ship more effectively, and how deal with mishaps and stay in control in case of a disaster or something. I think that this operation is very important, because being united is great thing. I think this is how it should be, for we are somewhat neighbors, and maybe you will need our help. I am just glad that we are able to work well together; not only the United States, but with all these different countries as well. I think that the Americans on board were happy to be here. They were always smiling and looking like they were having fun; very upbeat. They loved our food and always ate a lot; it seemed that they were always hungry.”





Luis Alberto Castro Rodriquez

Country: Venezuela
Hometown: Caracas, Venezuela
Age: 25
Ship: *Ciudad Bolivar* (T 81)
Years in Service: 6
Department: Logistics
Rank: MT3 (Chief Petty Officer)

“**B**eing my first time involved in this [exercise] *UNITAS*, it was the biggest thing I was ever a part of. Witnessing all this navies from all this different countries working together, learning from each other, seeing how it effects each one’s way of conducting business, was truly an impressive thing to watch. What impressed me the most, was that even with the differences between the countries and language barriers, different in ways of communication, even differences in technology, we still manage to organize so well.”

Miquel Jose Guinand Duran

Country: Venezuela
Hometown: Bolivar, Venezuela
Age: 20
Ship: *Ciudad Bolivar* (T 81)
Years in Service: 2
Department: Replenishment
Rank: C2 (Seaman)

“**W**hat *UNITAS* has shown, is that it proves that we are capable to work effectively with the United States. When we actually performed the fuel transfer, that was a big accomplishment for us. It just proved that this ship will be able to serve in a wider spectrum towards unity and the possibility to conduct real missions with United States in the future. What benefited me the most about interacting with the Americans on board the ship was learning their customs and how they operated. It pleased me on how their rank system works, on where it is possible for a seaman to be an officer; that was gratifying to hear. And I feel like I made some new friends.”

UNITING SAILORS' SERVICE



Story by LT Corey Barker

A **BO105 helicopter** from the Mexican naval ship **Abasolo (ARM 212)** lands on the flight deck of **USS Yorktown (CG 48)** for a training mission.

UNITAS:

TRAINING WITH OUR SOUTHERN NEIGHBORS

Multinational forces successfully complete Caribbean phase of South American naval exercise.

First they fended off an attack of A-37 fighter-bombers. Next they fired machine guns and launched grenades, defending their ships against multiple surface contacts. Then at dusk, boarding parties armed with shotguns and M-16 rifles inspected several ships in search of contraband. This was just a day's work for a multinational task force of warships from Mexico, the Netherlands, Venezuela, the Dominican Republic, Colombia and the United States.

After 12 days of naval exercises in the Caribbean, the ships and aircraft arrived at Naval Station Roosevelt Roads, Puerto Rico, in early March after successfully completing the Caribbean Phase of *UNITAS*.

Photo by PH1 Mari Madcock

UNITAS:

TRAINING WITH OUR SOUTHERN NEIGHBORS

Today's new exercise, has been conducted since 1959, and is the largest annual field exercise south of the U.S. border. It's about multinational coalition building, and the defense of the Americas. The social events have not gone entirely away, but the training is more intense, challenging and relevant than ever before. Specifically, *UNITAS* focuses on advanced multinational training with the armed forces in Latin America so the U.S. Navy can effectively conduct joint operations in the region.

The 2002 Caribbean phase of *UNITAS* introduced first-time participation of naval units from Mexico and the Dominican Republic. The Mexican navy sent the *Knox*-class frigate *Abasolo* (ARM 212) (ex-USS *Marvin Shields* (FF 1066) and the Dominican Republic sent the buoy tender *Almirante Didiez* (C 457). In addition, the Venezuelan replenishment ship *Cuidad Bolivar* (T 81) made a world premier during the Caribbean phase. LT Jose Ramon Bautista Alatorre, communications officer on board *Abasolo* said, "*UNITAS* is new for the Mexican navy and it is the first step to an increased involvement in operations with the United States Navy and ships from other nations in the Caribbean."

The *UNITAS* task group of five U.S. ships is under the command of RADM Kevin Green, Commander, United States Naval Forces Southern Command, headquartered at Naval Station Roosevelt Roads, Puerto Rico. Green, the Naval Component Commander to U.S. Southern Command, assumed command of the *UNITAS* exercise in the summer of

2000, and effectively shifted the mission and purpose of the exercise to concentrate on realistic multinational training operations based on real world scenarios.

"*UNITAS* offers comprehensive and realistic training opportunities which have proven to be successful in preparing naval and Marine Corps forces to effectively respond to world situations and crises as a multinational team," Green said.

In addition to changing the face of *UNITAS*, Green also shifted the focus of the exercise from separate, bilateral exercises with individual nations, to the current series of three multinational phases. Each phase ranges from two to four weeks in length. The Caribbean Phase is typically conducted in early spring, followed by the Pacific phase in June and the Atlantic phase in November. A bilateral Amphibious phase is also conducted for several months each summer with naval and Marine Corps forces throughout Central and South America.

"Now, more than ever, a strong relationship with our American neighbors and aggressive training is essential to enable regional security and cooperation," Green said.

None of this is lost on U.S. Sailors who participated in the exercise. Petty Officer 1st Class Marcelino Villero on board *USS Doyle* (FFG 39) noted that the presence of a multinational coalition of naval and Marine Corps forces in the Americas is a positive statement of the cooperative commitment to security in the region. "It also sends a clear message to our enemies not to do anything that they would seriously



Photo by PHAN Antoine Themistocleous

▲ **Mexican sailors** on board *Abasolo* (ARM 212) heave around on a mooring line, securing their ship to the pier at Roosevelt Roads, Puerto Rico.

► **The Mexican naval ship *Abasolo* (ARM 212)** is berthed along side *USS Doyle* (FFG 39) while making a port visit in Curacao, Netherland Antilles.



Photo by PHAN Rusty Black



Photo by PH1 Marti Maddock

◀ **Sailors on board** the Colombian naval ship *Almirante Padilla* (CM 51) steer the ship through the waters of the Caribbean Sea.

UNITAS:

TRAINING WITH OUR SOUTHERN NEIGHBORS

► **QM2 Keneth Gray, QMC William Powell and QM2 Keneth Temple**, on board **USS Yorktown (CG 48)**, set the course to Puerto Rico, where the Caribbean phase of the 43rd **UNITAS** exercise will come to a close. There, they will participate in sports competitions between all the countries involved in **UNITAS**.

▼ **A line handler** from **USS Yorktown (CG 48)** throws a heaving line to the pier at **Naval Station Roosevelt Roads**, Puerto Rico.



Photo by PHAN Antoine Themistocleous



Photo by PHAN Antoine Themistocleous

▼ **The deck department** of **USS Yorktown (CG 48)** simulates a replenishment at sea with the Venezuelan ship **Cuidad Bolivar (T 81)**.

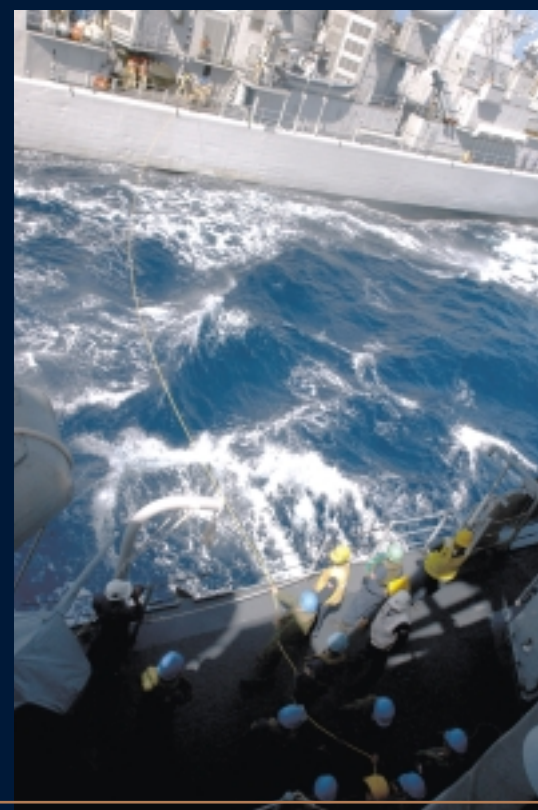


Photo by PHAN Antoine Themistocleous

regret later," he said.

The **UNITAS 43-02** Caribbean phase flagship is the **Aegis** guided missile cruiser **USS Yorktown (CG 48)**, homeported in Pascagoula, Miss., with **Commander, Destroyer Squadron (CDS) 6**, **RADM Bill Marlowe**, embarked. In addition; the Mayport, Fla.-based Guided Missile Frigate **USS Doyle (FFG 39)**; the *Los Angeles*-class attack submarine **USS Pittsburgh (SSN 720)** based in Groton, Conn.; the Coast Guard cutter **USCGC Thetis (WMEC 910)** homeported in Key West, Fla.; and the auxiliary ship **USNS Prevail (T-AGOS 8)** homeported in Little Creek, Va., participated in the Caribbean phase of **UNITAS**. U.S. Navy **P-3C Orion** patrol aircraft from **Patrol Squadron (VP) 11**, along with **SH-60 Seahawk** helicopters from Mayport, Fla., embarked in **Yorktown** and **Doyle** provided air support to the **UNITAS** task group.

The multinational task force of warships and aircraft began the **UNITAS** exercise off the coast of Colombia on March 24, 2002, conducting traditional at sea operations and live-fire gunnery and missile drills using remote controlled aerial target drones and unmanned floating targets. During one of the live-fire exercises, the ships made several gunnery approaches on a floating target called a 'killer tomato,' which is a bright red inflatable target used for small arms training.

"The killer tomato lets us practice using .50 and .60 caliber machine guns as well as M-14 rifles to protect our ship from small boats like the one that hit **USS Cole (DDG 67)**," said **Fire Controlman 2nd Class William**

Tominson, on board **Yorktown**.

As part of the ongoing training schedule, task group ships conducted coordinated tactical formation operations on the high seas, allowing the surface combatants to execute advanced ship handling drills in a confined space.

The Caribbean phase of **UNITAS** finished with a complex war game involving all participating ships and aircraft in a realistic, full scale naval combat exercise. The 24-hour "freeplay" exercise required each of the **UNITAS** units to split into two different task groups, each with a particular mission to accomplish.

"The idea is to provide a challenging, no-notice scenario that allows both sides to practice skills across all warfare areas, from boarding operations and rescue missions, to air defense and anti-submarine operations," **LT Joe Ross**, deployed intelligence officer for U.S. **Naval Forces Southern Command** explained.

Ross added that during engagements, ships went to general quarters and exercised internal damage control procedures. "This was not just for the watch standers on the bridge, or in the Combat Information Center; all hands had to fight the ship."

Today's **UNITAS** is high-tech and realistic, and is now more significant than ever in building a strong coalition in the Americas. Equally important, **UNITAS** reinforces the multinational commitment to security and stability in this dynamic region of the world. ☐

Barker is a public affairs officer with U.S. Naval Forces Southern Command

Story by JO1 Mark D. Faram

The Bluejacket's Manual Turns 100

It's small, blue and probably has had as much to do with making the U.S. Navy a world sea power as any ship or aircraft.

It's *The Bluejacket's Manual*, and this year, it celebrates its 100th birthday. Millions of new recruits, spanning six wars and countless operations, have gotten their first glimpse of the Navy by studying the pages of this classic reference book.

And like an old fighting ship, it's had a few overhauls along the way. Through 23 formal editions, and many smaller revisions, the book has kept pace with those topics that any "Man-o-Warsman," as Sailors were called at the turn of the 20th century, needs to know to function as a member of a ship's crew.

Editor's Note: The placement of the apostrophe in *The Bluejacket's Manual* has changed a number of times during the last 100 years. For consistency all of our references will reflect the title as published June 2002, *The Bluejacket's Manual*.

Photo by JO1 Preston Keres

▲ **Sailors continue the long-held tradition** of studying their *Bluejacket's Manual* during breaks in their compartment at NTC Great Lakes, Ill.

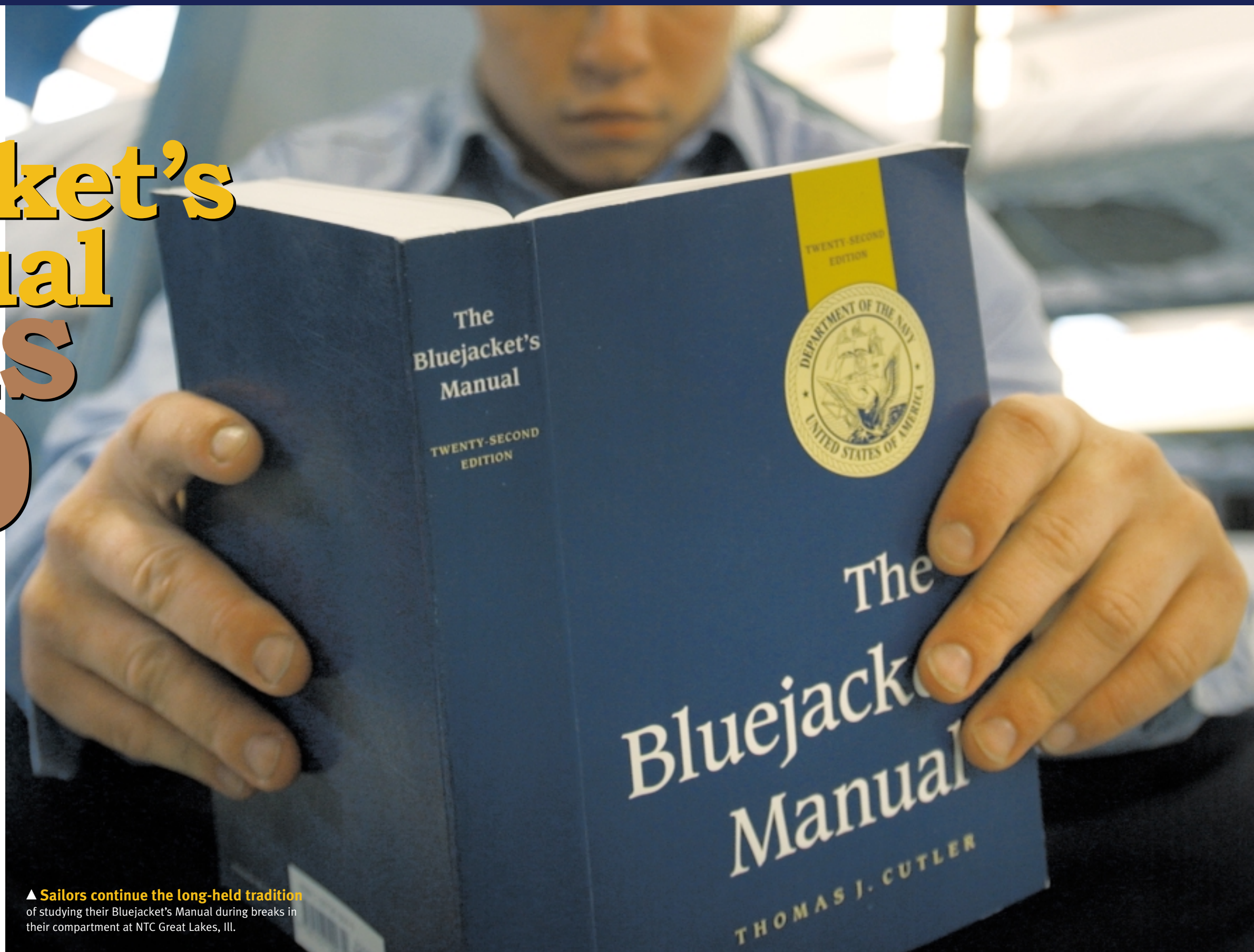




Photo by JO1 Mark D. Faram

"We print just enough to keep the Navy supplied with what it needs," said the current author of the book, retired **CDR Tom Cutler**. "The beauty of that is we end up printing it about every six months, and we're able to make minor changes, keeping the manual pretty fresh."

Cutler said that every four years or so, the manual gets a major overhaul, and even though he is listed as the book's author, it's really a collaborative effort. "I've got a broad network who contacts that help me," he said.

Revising such a comprehensive manual isn't an easy task, but technology,

▲ Brand new Naval Reservists

attend classes at the Navy and Marine Corps Reserve Center, Naval Station Anacostia, Washington, D.C. As with Sailors in traditional boot camp, these new recruits learn much from the Navy from *The Bluejacket's Manual*.

he says, has made it easier for him to update the book than it was for the dozen or so previous authors, most of whom have been either active-duty, Reserve or retired naval officers.

"I'm not exactly sure how many authors there've been," Cutler said. "But I'm sure that technology and the Internet

has made it easier for me to keep up with changes in the Navy than it was for those who did this job in the past."

Cutler's network includes the Navy's professionals in "Sailorization," the Recruit Division Commanders (RDCs) at Great Lakes Naval Training Center, Ill.

"I went up to Great Lakes and met with the Recruit Training Command's **Command Master Chief, Mike McCalip**," Cutler said. "Those RDCs are the experts in training Sailors, and I first wanted to make sure the material was relevant to what they were teaching."

McCalip, who is now the top enlisted

Sailor on board **USS George Washington** (CVN 73), took the manual and split it up among his chief petty officers. They were told to come back with either a thumbs-up on the content or recommended changes to make it better.

"They certainly made an impact," Cutler said. "They either pointed out things that were overlooked or helped with a better way to say some things."

The result is the new "Centennial" edition of *The Bluejacket's Manual*. Making a return appearance after a long absence is a beefed up section on small arms, reflecting a change not only in boot camp curriculum, but also in the fleet, as increased security has put more weapons in Sailors hands on a daily basis.

"This was in the works before Sept. 11th," Cutler said. "But it's certainly more relevant since then, with the greater emphasis on force protection."

Cutler has authored a number of books on naval history, and feels that Sailors can benefit from a greater knowledge of their heritage.

"Obviously you can't make this a history book; you wouldn't want to," he said. "But I think naval heritage is greatly overlooked. Sailors need to know they have this rich heritage behind them when they step into this role."

So what Cutler came up with was a way to make history relevant to today's Sailors by first identifying the Navy's basic missions, and then, giving examples through history of when particular missions were carried out, "just to give them a taste."

Just as the U.S. Navy has history, so does *The Bluejacket's Manual*. Though it's

Bluejacket Gems

By JO1 Mark Faram

The *Bluejacket's Manual* has stood the test of time precisely because of its sound advice and because of a steady stream of new editions that keep it fresh and up-to-date. While the passages that follow may sound a little odd to modern ears, much of the advice is as sound as it was when it first appeared.

Leadership

Hints for Petty Officers —
***The Bluejacket's Manual*, 1902**

Petty officers are men rated for their superior knowledge and for their ability in handling men. They are selected for the purpose of assisting the officers of the ship to promote its efficiency in every way.

A petty officer is not a man who is paid a larger salary because he is expected to perform extra manual labor. He is paid for his knowledge and his ability to superintend and direct the work of those placed under him. He should be able to correctly and intelligently instruct men of lower ratings in all their duties. He should at all times correct lubberly and untidy habits of other members of the crew.

Your Naval Career — *The Bluejacket's Manual*, 1940

You are young and your future is before you. Many of you have not thought seriously of your future. You will now have 12 weeks of training, and at the end of that time you will be sent to various ships for service in our Navy. In every case, this training is for the sole purpose of making you a useful man, a trained man and a leader of men.

Keep this always in mind: You are being trained to be a future leader of men. The hardest workers among you may become chief petty officers, warrant officers and commissioned officers. The rest of you will only get as far as your work, study and efforts entitle you to go.

Military Requirements — *The Bluejacket's Manual*, 1973

No man can be a good leader without having some willing followers. Recruits in the Navy are, by the nature of things, expected to be good followers, but they should learn the qualities of leadership in order to assume such responsibilities in the



Photo courtesy of Naval Historical Center

▲ **Capt. Ridley McLean**, as he looked in 1916 in full dress uniform. The author of the complete 1902 manual, McLean had a reputation as an officer who trained Sailors wherever he was stationed. He stayed involved with the manual through it's 1918 edition. He died as a rear admiral in 1933.



Photo by JO1 Mark D. Faram

been published for 100 years, its roots go back even farther.

During the Civil War, **LCDR Stephen B. Luce** was teaching at the U.S. Naval Academy, which had been moved during the war to Newport, R.I. He'd taken a midshipman's cruise to England and France and while there, observed how they trained their rank and file Sailors. What he saw profoundly affected him. An eye-opener to him, he sought to introduce those methods into the U.S. Navy when he returned to the United States.

CAPT Alfred Thayer Mahan, himself a visionary of naval education, said that

▲ ***The Bluejacket's Manual*** has changed in size and shape over the past century, but its mission is the same — to provide Sailors with useful information not only in recruit training, but throughout their careers.

Luce, "taught the Navy how to think." He also taught it to read, when fresh from his trip to Europe in 1863, he produced the Navy's first textbook titled simply *Seamanship*. For more than half a century, it was the primary textbook on that topic at the Naval Academy.

But for enlisted men of the day, instruction didn't follow a set

curriculum. New Sailors learned "the ropes" from older petty officers. Instruction was oral, reflecting the then-preferred method, as well as the fact that many Sailors were unable to read.

Word of mouth stayed the primary means of instruction, even after Luce saw his dream — an extensive program that was designed to train teenage boys as naval apprentices — become a reality in 1871. In an attempt to help instruction, he then compiled *The Seaman's Handbook*. But again, the rank and file didn't see the book; it became popular with merchant Sailors instead.

Twenty years later, the apprenticeship program was being touted as a success, but for the officers who were in charge of the training, problems still existed. The Navy was beginning to enlist more "landsmen" as well as apprentices, and it became apparent that the present methods of training were becoming obsolete.

In 1891, **ENS A.P. Niblack** was recognized by the U.S. Naval Institute for writing the outstanding essay of the year on "The Enlistment, Training and Organization of Crews for our New Ships." In it, he laments at the time that there was no "uniformity of drills and routines," between ships.

A solution to this problem, he wrote, was "hand-books on different drills, accessible to officers and men alike, and a series of short and condensed text books outlining the duties of petty officers, and what they should be required to know to qualify in the ratings they hold."

Rising to the rank of rear admiral during World War I, Niblack would remain an advocate of Sailors his entire career. For example, it was Niblack who started the practice of granting chief petty officers the same liberty rights as officers.

But it was a contemporary of his, **LT Ridley McLean**, who just over a decade later, brought Niblack's vision to paper with the first issue of *The Bluejacket's Manual* in 1902, when 3,000 copies were printed.

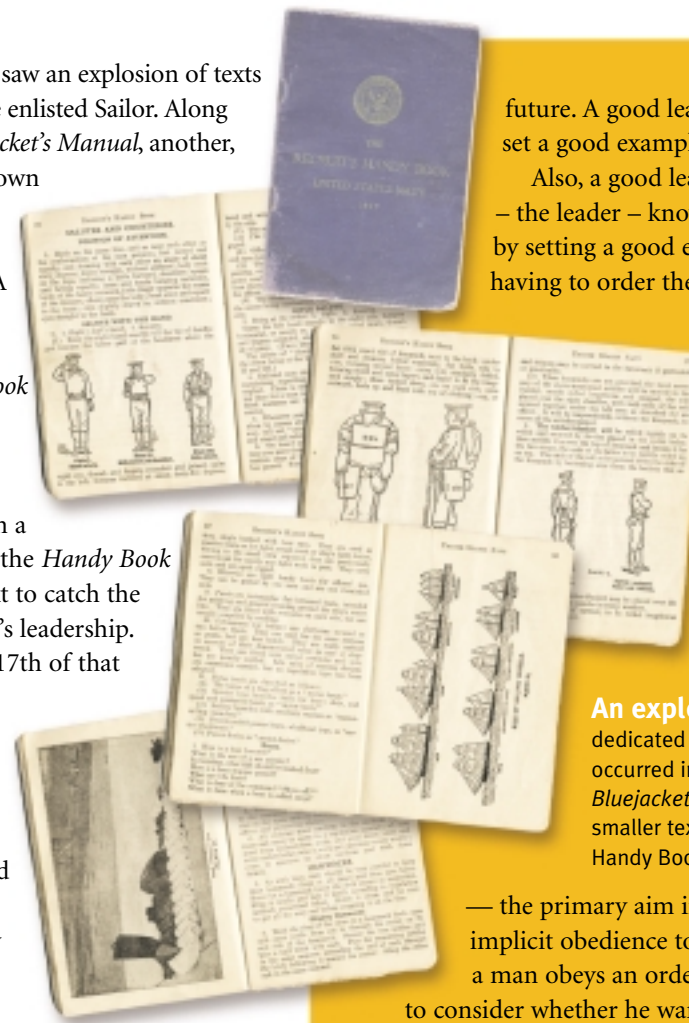
In fact, 1902 saw an explosion of texts dedicated to the enlisted Sailor. Along with *The Bluejacket's Manual*, another, smaller text, known as the *Recruit's Handy Book* was produced. A more advanced book, *The Petty Officer's Drill Book* also hit the fleet that same year.

Sized to fit in a Sailor's pocket, the *Handy Book* was the first text to catch the eye of the Navy's leadership. On November 17th of that year, the Navy Department issued General Order 114, requiring every recruit be issued a copy of the book and know its content.

Both *The Bluejacket's Manual* and the *Handy Book* talked about pay, promotion, discipline and shipboard routine, but *The Bluejacket's Manual* also went into depth on small arms, infantry drill and the details of sails and sailing under wind power.

Another feature of the early editions was discussions of ratings and the required knowledge of petty officers and chiefs of each of the Navy's main ratings at the time.

By World War I, *The Bluejacket's Manual* was issued alongside the *Handy Book* to every recruit entering boot camp.



future. A good leader must know his job, know his men, and always set a good example for them.

Also, a good leader never orders a man to do something unless he — the leader — knows how to do it himself and can do it. Such a leader, by setting a good example, will inspire men to follow him, instead of having to order them to follow him.

Discipline

Discipline and Duty —

The Bluejacket's Manual, 1917

This "little talk" is put in the very beginning of the book because it refers to the very first thing you should learn when you come in the service. It tells you of the necessity for *obedience* and *good behavior*; what will happen to you if you violate the rules, as well as the rewards the service offers in case you pay strict attention to duty and obey the regulations.

An explosion of texts

dedicated to the enlisted Sailor occurred in 1902. Along with the *Bluejackets' Manual*, another, smaller text, known as the "Recruit's Handy Book" was produced.

The Navy is a profession in which many people spend their entire lives. There is much work to be done, and success in battle

— the primary aim in every military organization — necessitates the implicit obedience to orders. Discipline is the *habit of obedience* by which a man obeys an order naturally and without question, without stopping to consider whether he wants to obey it or not. He must learn to obey simply because the order comes from higher authority.

Discipline, therefore, is based upon a respect for authority; it means that you must hold higher in your esteem than anything else, the authority that is placed over you.

Discipline and Duty — *The Bluejacket's Manual*, 1940

Discipline does not mean curtailed liberties; restrictions of personal conduct and forced obedience to all sorts of rules and regulations. It means, rather, self-control, a cheerful obedience to necessary laws and regulations, and a square deal to your fellow man. Through discipline, you wield a strong, unified power that means success in emergencies. You must learn discipline, as you would learn a trade.

While it is often necessary to have recourse to punishment for those who deliberately violate orders, it must not be supposed that discipline and punishment go hand in hand. Discipline is obtained by a constant attention to the minor detail of life on board ship.

Physical Fitness

Athletics: The Attention Given Them in the Navy — *The Bluejacket's Manual*, 1917

Q: What do the Naval Instructions say about Athletics?



Recruits learn how to roll their clothes for shipboard stowage from their company commander during World War II.

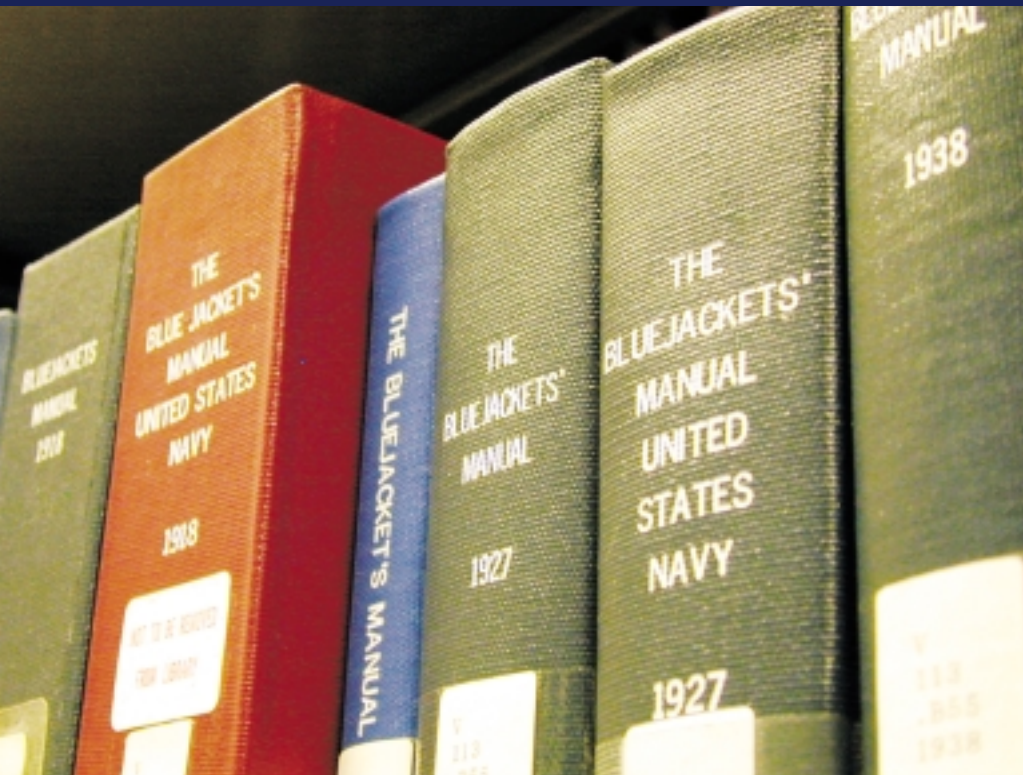


Photo by JO1 Mark D. Faram

So great was the demand for both books, that the U.S. Naval Institute, which had been producing and printing both volumes with the help of the Navy's Bureau of Navigation, released its copyright. This allowed the Navy to get the volume printed by various printers, meeting the demands of an enlisted force that expanded from 25,000 in 1902, to more than 200,000 by the end of the war.

"Thanks are due to the U.S. Naval Institute, Annapolis, Maryland, for their courtesy in waiving their copyright to the title, text and plates of the *The Bluejacket's Manual*," **Secretary of the Navy Josephus Daniels** wrote in the front of the book, starting with the 1913 issue.

It was Daniels who made the manual a permanent part of the Navy's educational experience when he issued General Order 63 in December 1913, requiring every non-rated Sailor to get two hours of instruction in the "basics every seaman should know," during their first two years in the Navy. *The Bluejacket's Manual* has been the primary text for teaching young Sailors ever since.

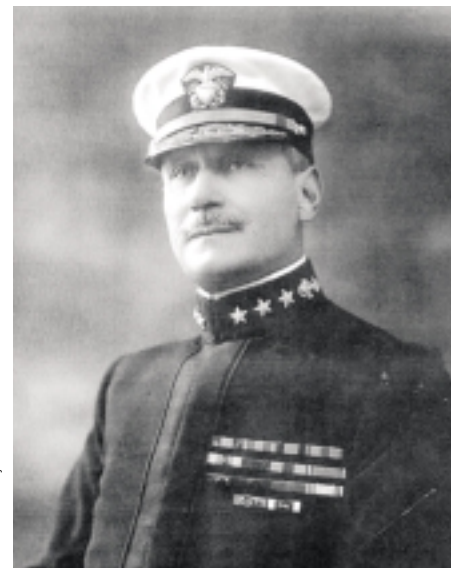
Bluejacket's Manuals line the shelves of the Navy Library at the Naval Historical Center, Washington, D.C. Navy Yard. The library's collection, along with that of the Nimitz Library at the Naval Academy, Annapolis, Md., are two of the most complete.

The responsibility for updating the manual became that of the enlisted division of the Navy's Bureau of Navigation, the predecessor to the Bureau of Personnel, and now the Navy Personnel Command.

Each year until 1918, the book was revised. After the war, it wasn't revised again until 1923, and then not again until 15 years later. The depression, and a lack of funds, was partly to blame for the delay in updating it. Not before or since have there been such long gaps in updating the manual.

In 1938, the Naval Institute again took over responsibility for revising the book, and has done it ever since. Another change came in the title as the singular "Bluejacket's" was replaced with the plural "Bluejackets." During the 1920s, the *Recruit's Handy Book* disappeared and *The Bluejacket's Manual* became the enlisted Sailors' one and only general reference book.

Photo courtesy of Naval Historical Center



▲ **VADM A.P. Niblack**, was one of the first officers to call for a standard curriculum for Sailors. *The Bluejacket's Manual*, among other manuals and drill books would not appear until 11 years later.

With war clouds again on the horizon, the manual was revised each year between 1938 and 1940, and again in 1943, when more than a million copies were printed, making it the largest print run in the book's history.

With the growth of the Navy's enlisted rating structure from less than 30 at the turn of the 20th century to more than 200 ratings at the end of World War II, it became unfeasible to have the knowledge and advancement requirements for each rating listed in the book. Instead, it was decided that only those topics that all Sailors should know would be included in the manual. Other manuals would deal with the knowledge required for individual ratings.

As the manual turned 50 years old, it was firmly entrenched as the U.S. Navy's primary reference book for its recruits and non-rated Sailors. It was at this point that the Coast Guard, which until 1952, used *The Bluejacket's Manual* as its reference, started using the *Coastguardsman's Manual*, which is still in use today.

But for Sailors, there was talk of adding more content to the manual and splitting it into two volumes; one for recruits and non-rates, and "Volume II" for petty officers and chiefs. But in the end, it was realized that the manual should stay what it is today, a basic reference for Sailors on the major topics they need to know in their Navy careers.

Cutler noted that there are some similarities between the 1902 and the 2002 editions. Military drill and discipline, as well as seamanship are still part of the book. "That's always in there and should always be in there, though it does evolve some," Cutler said. "Every Sailor needs to know how to march and handle a line."

But where much of the earlier books worked to teach Sailors their responsibility to get back from liberty on time and the consequences of "overstaying your leave," the new manual discusses topics of sexual harassment, hazing and personal relations as well.

But Cutler didn't stop there. "For this edition, I added a section on public relations," he said. "Every Sailor is responsible for public relations. Each time you put on the uniform, you are representing the U. S. Navy."

During the last 100 years, *The Bluejacket's Manual* has reflected a traditional, yet current, image of the sea service that has stood the test of time. S

Faram is a photojournalist assigned to Naval Media Center Reserve Detachment

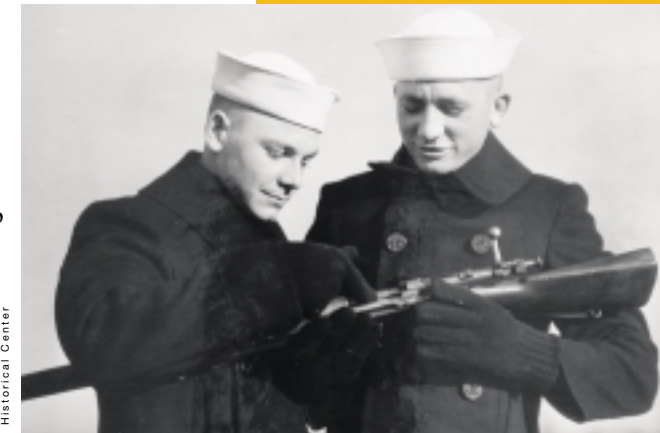


Photo courtesy of Naval Historical Center

Recruits at Newport Naval Training Station work with a 1903 Springfield rifle in 1938. Small Arms Training is again a significant portion of *The Bluejacket's Manual*, reflecting what is happening in training and the fleet.

A: "The commanding officer shall encourage men to engage in athletics, fencing, boxing, boating and similar sports and exercises. Gymnastic outfits will be furnished by the department to vessels requesting them."

Q: What is customary in regard to the arrangement of the watches of men engaged in athletics?

A: The watches should be so arranged that no hardship shall be worked on the men engaging in athletics, or upon other watch standers, by relieving those who participate in athletics at such times as their watches interfere with athletic preparation or with contests.

Physical Fitness, Swimming and Lifesaving — *The Bluejacket's Manual*, 1944

Navy men must be agile, strong and have great endurance. The physical fitness program will prepare you to meet the most difficult and challenging physical duties.

It is one thing to get into condition and another thing to keep in shape. There are emergencies in war that make it necessary for you to take personal responsibility for keeping in good shape.

Every man should have from 20 minutes to an hour of vigorous exercise daily. Remember that the man in good condition feels better, looks better, is stronger and is better able to carry out his duties than a man in indifferent shape.

Exercise and Conditioning — *The Bluejacket's Manual*, 1973

Exercise invigorates and stimulates the whole body. Mild exercise, for a few minutes every day, is important for efficiency in your naval job. If an exercise area is not available, or an exercise period is not provided in the daily routine, work your own system of conditioning exercises and follow them every day.

These should include warming up exercises in various positions: standing, kneeling, sitting and lying prone. Follow with limbering exercises: body stretching, twisting, bending knee bending and running in place. Include deep breathing exercises.

Personal Hygiene — *The Bluejacket's Manual*, 1940

So much sickness and suffering is caused by ignorance of the simplest matters pertaining to personal hygiene and it is so easy to learn the fundamental rules necessary to preserve health.

Clothes must be kept clean, and only clean clothes may be worn after working hours or drills. Baths must be taken frequently, especially after strenuous work or drills and clean underwear put on. The best type of bath is the shower, as it is the most sanitary.

Personal cleanliness is especially necessary aboard ship, as men live so closely together that infectious diseases can be spread rapidly to many men in a short time, and infectious diseases thrive whenever personal cleanliness is not carefully maintained. S

24 Seven

On Duty On-the-Hour Every Hour

Story and photo by JO1 Joseph Gunder III

power

It's all about the power, and **Electrician's Mate 2nd Class (SW) Michael Cardenas** has it. His underway watchstation aboard **USS La Salle (AGF 3)** is the electrical switchboard in the number one main machinery room.

He stands EMOW (Electrician's Mate of the Watch) where he monitors one of the switchboards that distributes power created by the ship's standard turbine generators throughout the 6th Fleet flagship.

Four hundred and fifty volts of juice come out the end and is channeled all over the ship, like telephone signals are channeled to people's phones.

Even though his watch on the switchboard is a routine one, he's found that he becomes the center of attention real quick if the power goes out.

"The CO on down will want to know what's up," he said. "Particularly on our ship, with it being a flagship and there's an admiral aboard."


Until Cardenas joined the Navy and became an electrician, he knew electricity was some mysterious, unknown energy source – just something invisible that was always there when you flipped a switch.

"You need respect in dealing with electricity. It can kill you," he said. "You can't feel its effects until it's too late."

"On my last ship, a second class got shocked at the power panel," Cardenas recounted. "I saw the effects; pale skin, smokey fingertips. That made it very real for me. From that point on, it was more than just what I learned in school. It really opened my eyes to the dangers of electric shock."

Most crewmembers don't appreciate the kind of danger that electrician's mates put themselves in during this watch, just to make sure power goes where it needs to so the lights go on.

"One thing about standing EMOW on the switchboard is that, just like my chief said, 'you know you're doing your job when people take you for granted,'" Cardenas observed.

No one has to worry when Cardenas is on watch. He's not corrupted by power. He just goes with the flow. 

Gunder is a photojournalist assigned to All Hands

Eye on the Fleet

Eye on the Fleet is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **high impact**, quality photography from **Sailors** in the fleet to showcase the American Sailor in **action**.



▲ **Shipboard Security**
A Marine from the 31st Marine Expeditionary Unit maintains security of a passageway on board **USS Essex (LHD 2)**, as other members of the platoon continue searching the ship during close-quarters training.

Photo by Lance Cpl. Kenji Szczepanski

▼ **Freedom FRIES**

U.S. Navy SEALs train members of the Republic of the Philippines' Naval Special Warfare Unit on Fast Rope Infiltration and Exfiltration System (FRIES) concepts. FRIES is a method of dropping off and picking up special operations groups from a variety of field environments. U.S. and Philippine forces are training together in an "advise and assist" mission in support of **Operation Enduring Freedom**.

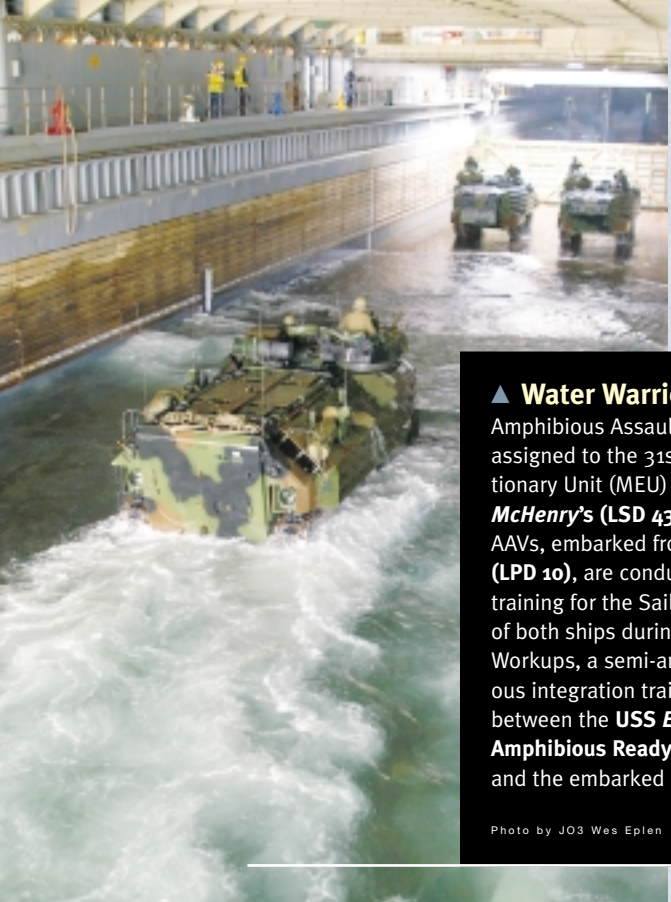
Photo by PH2(AW) Andrew Meyers



▲ **Net Check**

During a training scenario on the flight deck of **USS John F. Kennedy (CV 67)**, an aircraft handling officer inspects an aircraft recovery net used to stop aircraft making distressed carrier landings.

Photo by PH2 Travis Simmons



▲ **Water Warriors**

Amphibious Assault Vehicles (AAV) assigned to the 31st Marine Expeditionary Unit (MEU) enter **USS Fort McHenry's (LSD 43)** well deck. The AAVs, embarked from **USS Juneau (LPD 10)**, are conducting well deck training for the Sailors and Marines of both ships during Blue-Green Workups, a semi-annual amphibious integration training period between the **USS Essex (LHD 2)** Amphibious Ready Group (ARG) and the embarked 31st MEU.

Photo by JO3 Wes Eplen

▼ **Night Fight**

Two Navy firefighters train to contain a blaze during a night fire exercise at the NAS Whidbey Island Aviation Firefighting Training School. All Sailors receive basic firefighting instruction at recruit training. Additional shipboard and aviation damage control firefighting is provided throughout an individual's career.

Photo by PH2(AW) Mike Larson



To be considered, forward your **high resolution (5"x7" at 300 dpi) images** with full credit and cutline information, including **full name, rank and duty station**. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date. Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil

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Eye on History

Battle of Midway

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◀ **June 4, 1942**

The scene on board **USS Yorktown (CV 5)**, shortly after she was hit by three Japanese bombs. The dense smoke is from fires in her uptakes, caused by a bomb that punctured them and knocked out her boilers.

Photo by PH2 William G. Roy



◀ **June 6, 1942**

Japanese heavy cruiser **Mikuma**, photographed from a **USS Enterprise (CV 6)** SBD aircraft during the afternoon, after she had been bombed by planes from **Enterprise** and **USS Hornet (CV 8)**. Note her shattered midships structure, torpedo dangling from the after port side tubes and wreckage atop her No. 4 eight-inch gun turret.

U.S. Navy Photos Courtesy of the Naval Historical Center

June 7, 1942 ▶

ENS George H. Gay at Pearl Harbor Naval Hospital, with a nurse and a copy of the "Honolulu Star-Bulletin" newspaper featuring accounts of the Battle of Midway. He was the only survivor of the June 4, 1942 **Torpedo Squadron (VT) 8** TBD torpedo plane attack on the Japanese carrier force. Gay's book, "Sole Survivor," indicates that the date of this photograph is probably June 7, 1942, following an operation to repair his injured left hand and a meeting with **ADM Chester W. Nimitz**.

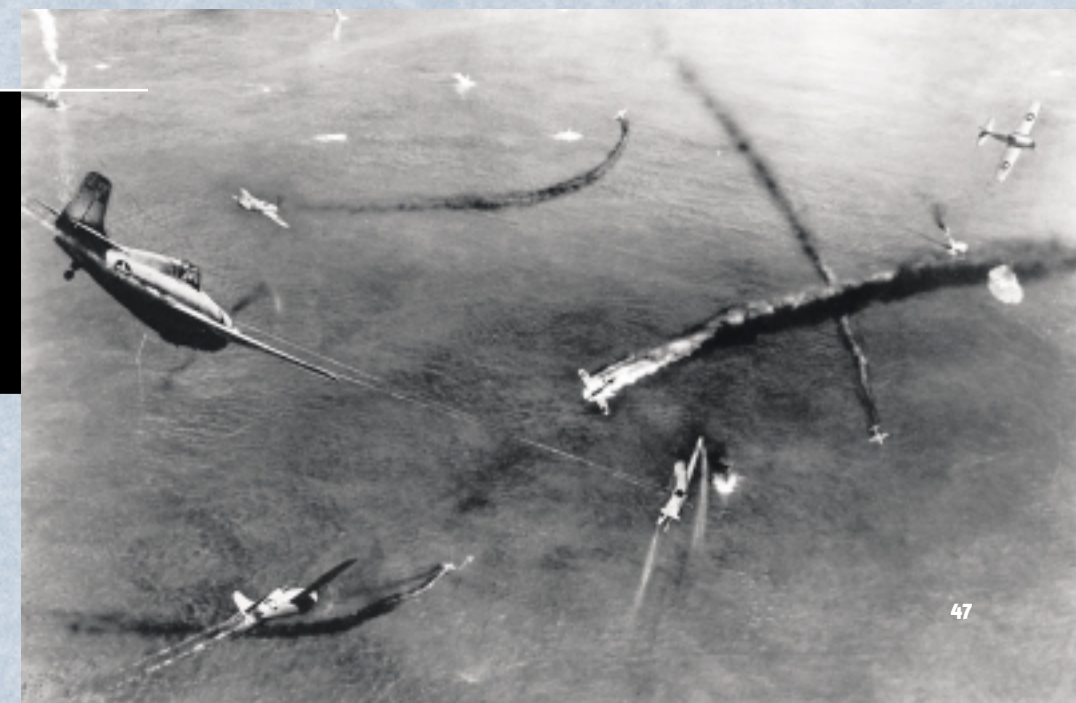


◀ **June 4, 1942**

USS Yorktown (CV 5) is abandoned by her crew after she was hit by two Japanese Type 91 aerial torpedoes. **USS Balch (DD 363)** is standing by at right. An oil slick surrounds the damaged carrier as an inflatable life raft deploys off her stern.

June 4, 1942 ▶

At about noon, combat air patrol intercepted an incoming Japanese dive bomber raid on **USS Yorktown (CV 5)**. Most of the Japanese planes were shot down by **F-4 Wildcat** fighters, but several survived to drop bombs on or near **Yorktown**.



Does Your Flag Still Wave?

Story by JOCS(AW) Dave Desilets

If it can be said that something good came of 9/11, it would have to be the renewed sense of national unity and patriotism that overwhelmed our country in the midst of its mourning and response. A powerful symbol of our singular stand during the aftermath was the United States Flag.

And as we recovered and responded, our national ensign was everywhere. It was erected amid the World Trade Center rubble by heroic New York City firefighters, draped over the Pentagon by proud volunteers, signed by its free people as a petition for democracy and independence and later flown above a newly freed Afghanistan. It was stretched across ball fields, and in its most solemn duty, our flag covered bodies and coffins. It was cried upon, sung to, prayed under and embraced as the one common emblem this



melting pot of a country – and of a world, could hold on to in a unifying gesture of understanding and care.

In a time of tragedy, our flag has been a bright beacon of hope and fortitude. Much like in the War of 1812, when rockets glared red in the perilous night sky over Baltimore harbor, and Francis Scott Key saw the next morning that our Star Spangled Banner was still there. The Stars and Stripes has valiantly carried our nation in its majestic ripple during the months following terror on its soil.

Since September 11th, there have been many flag days. Every day it has flown, it has made the same strong statement of “united we stand” in a free and democratic country for which it tirelessly represents. And as time goes by, as we resume life’s routine, as we fight a very long and hard battle against the evil of this world, one might ask if its citizens would tire of it?

Think back on your neighborhood in the weeks after the terrorist attacks. Flag after flag hung from porches and poles, windows and doors. Bumpers and buildings were adorned in red, white and blue. Children waved flags as they sang our

national anthem. Our military saluted it during numerous ceremonies. Olympic athletes held it high. And gravesites were adorned with little stick flags. But nine months later, are our nation’s colors still as visible? And if not, why not?

In this particular war, one could argue that our flag has never been more visible as a symbol of pride and freedom. Then again, ever since its early stripes and circle of stars, “Old Glory” has


rallied its citizens through battles and victories, hardships and celebrations.

Because of its importance and national service, Flag Day, June 14th, was proclaimed by President Woodrow Wilson in 1916, and later signed by President Harry S. Truman as an Act of Congress in 1949. But the idea of properly recognizing our flag dates back to 1885, when a Wisconsin schoolteacher gathered

students to celebrate a Flag Birthday. Through the following years of local commemorations, a national day of recognition was spawned. In 1996, then-President Bill Clinton expanded Flag Day to a week.

Prior to official declarations in a 1914 Flag Day address, then-Secretary of the Interior Franklin K. Lane summed up our national banner’s role in a simple inspiration, “I am what you make me; nothing more. I swing before your eyes as a bright gleam of color, a symbol of yourself.”

In times like these, it is said that we should not grow complacent in the matters of our country’s business and welfare. Nor should our unity wane. Keeping the nation and the civilized world safe from terror may be a difficult and daunting task, but maintaining our united stand could be simply accomplished by waving America’s flag.

Forever may it wave. 

Desilets is managing editor of All Hands

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